Appendix A
Population and Employment by DASZ

	2000 Sandoval County Dasz's				2025 Sandoval County Dasz's			
DASZ	Total Acres	Total Sqare Miles	Total Population	Total Employ-ment	Total Population	Total Employ-ment	Population Change 2000-2025	Employment Change 2000-2025
1011	16264.88	25.41	103	0	298	2	195	2
1021	7942.63	12.41	0	0	0	0	0	0
1022	10242.29	16.00	0	149	6054	1448	6054	1299
1031	17151.12	26.80	54	0	763	13	709	13
1032	10238.15	16.00	4	0	8925	3098	8921	3098
1101	3407.98	5.32	507	2	821	40	314	38
2011	302664.83	472.91	2958	61	4170	139	1212	78
2012	572404.29	894.38	115	21	373	46	258	25
2021	11538.67	18.03	30	1100	55	5199	25	4099
2022	67104.17	104.85	9	2	144	0	135	-2
2031	43254.47	67.59	1958	264	2348	605	390	341
2032	62081.59	97.00	891	136	1303	363	412	227
2041	36607.32	57.20	0	0	0	0	0	0
2042	41500.14	64.84	0	0	0	0	0	0
2051	303312.02	473.93	1956	235	3720	976	1764	741
2061	93030.76	145.36	1478	563	2591	908	1113	345
2071	135989.76	212.48	11	69	22	159	11	90
2072	40865.87	63.85	454	20	989	70	535	50
2111	62124.13	97.07	17	0	335	9	318	9
2411	5992.54	9.36	379	165	709	138	330	-27
2431	2143.62	3.35	632	20	1024	73	392	53
2432	2054.42	3.21	474	171	759	148	285	-23
2441	29505.29	46.10	444	85	770	91	326	6
2442	27737.89	43.34	3354	261	3989	581	635	320
2443	12954.76	20.24	1592	216	2578	379	986	163
2451	165456.95	258.53	188	8	271	11	83	3
2452	24029.86	37.55	1058	140	1841	295	783	155
2453	35111.66	54.86	91	28	115	21	24	-7
2454	21514.82	33.62	945	8	1351	33	406	25
2511	12421.15	19.41	0	0	0	0	0	0
2521	9783.13	15.29	2168	443	4366	1228	2198	785
2522	7837.85	12.25	1174	33	3018	123	1844	90
2523	7670.51	11.99	180	9	591	14	411	5
2524	26901.36	42.03	254	2	297	7	43	5
2531	3740.74	5.84	125	3	211	12	86	9
2532	7677.71	12.00	209	1	2365	98	2156	97
2541	16535.01	25.84	60	363	201	998	141	635
2542	59330.29	92.70	44	0	72	2	28	2

| DASZ | 2000 Valencia County Dasz's | | | | 2025 Valencia County Dasz's | | | |
	Total Acres	Total Sqare Miles	Total Population	Total Employ-ment	Total Population	Total Employ-ment	Population Change 2000-2025	Employment Change 2000-2025
4131	22343.6	34.91	0	0	2	0	2	0
4132	2219.2	3.47	46	14	75	13	29	-1
4141	1057.13	1.65	788	1189	3376	2675	2588	1486
4142	214.58	0.34	103	10	187	15	84	5
4143	222.99	0.35	323	8	625	22	302	14
4144	842.05	1.32	830	148	1645	320	815	172
4145	322.81	0.50	923	232	1400	375	477	143
4146	181.24	0.28	372	262	627	330	255	68
4151	21865.66	34.17	84	8	157	36	73	28
4152	2074.06	3.24	8	0	0	265	-8	265
4153	837.16	1.31	0	729	2	3250	2	2521
4154	3144.16	4.91	215	44	9219	2324	9004	2280
4155	4006.57	6.26	0	0	1344	176	1344	176
4156	6005.47	9.38	159	38	299	29	140	-9
4161	935.4	1.46	2624	160	4514	838	1890	678
4162	829.86	1.30	1540	470	2102	352	562	-118
4163	106.36	0.17	262	720	385	933	123	213
4164	641.15	1.00	1960	276	2113	385	153	109
4165	192.12	0.30	1042	13	1280	52	238	39
4166	3359.24	5.25	2660	541	3282	830	622	289
4167	811.31	1.27	206	10	348	12	142	2
4171	4241.5	6.63	2399	1022	4383	1168	1984	146
4172	1759.15	2.75	595	122	1089	137	494	15
4173	1734.28	2.71	1270	249	1887	290	617	41
4174	473.41	0.74	605	187	1945	309	1340	122
4175	1040.47	1.63	884	103	1809	317	925	214
4176	937.14	1.46	314	11	409	32	95	21
4181	442.09	0.69	892	260	1697	325	805	65
4182	152.89	0.24	726	258	575	244	-151	-14
4183	126.26	0.20	633	263	535	300	-98	37
4184	167.06	0.26	540	1033	538	1121	-2	88
4185	166.4	0.26	824	468	1283	375	459	-93
4186	505.96	0.79	1111	186	1466	640	355	454
4187	561.92	0.88	688	52	881	96	193	44
4191	7746.96	12.10	2418	282	4779	282	2361	0
4192	1963.94	3.07	1267	427	2035	527	768	100
4201	24108.18	37.67	13	0	11	7	-2	7
4202	21363.04	33.38	462	96	2475	100	2013	4
4203	13380.27	20.91	175	33	93	157	-82	124
4311	56339.56	88.03	919	164	1272	166	353	2
4411	3806.01	5.95	2196	32	4170	699	1974	667
4412	3759.04	5.87	2317	17	3230	127	913	110
4413	15230.03	23.80	0	1	114	0	114	-1
4414	10770.51	16.83	5148	63	7890	1568	2742	1505
4415	3048.87	4.76	1022	101	3523	1989	2501	1888
4421	2322.36	3.63	353	375	3388	1007	3035	632
4422	2822.91	4.41	15	0	115	439	100	439
4423	3711.42	5.80	204	68	860	873	656	805

	2000 Valencia County Dasz's				2025 Valencia County Dasz's			
DASZ	Total Acres	Total Sqare Miles	Total Population	Total Employ-ment	Total Population	Total Employ-ment	Population Change 2000-2025	Employment Change 2000-2025
4431	16452.7	25.71	1253	13	2780	911	1527	898
4432	13478.88	21.06	6	1	110	0	104	-1
4441	11090.29	17.33	0	0	26	0	26	0
4442	23410.9	36.58	8	2	227	1	219	-1
4443	37029.55	57.86	2	0	11	0	9	0
4444	42082.99	65.75	148	3	296	12	148	9
4451	4207.13	6.57	39	0	64	5	25	5
4452	12391.1	19.36	27	0	167	0	140	0
4511	2698.12	4.22	3743	572	5323	933	1580	361
4512	397.78	0.62	615	251	799	465	184	214
4513	1613.38	2.52	1986	339	3304	294	1318	-45
4514	1342.97	2.10	1422	595	2399	664	977	69
4521	1890.01	2.95	2183	357	3016	784	833	427
4522	198.93	0.31	271	282	281	341	10	59
4523	3014.85	4.71	2765	165	4578	410	1813	245
4524	2145.97	3.35	1000	222	1476	353	476	131
4531	3357.41	5.25	1303	127	1331	259	28	132
4532	2891.91	4.52	1249	82	1861	238	612	156
4611	2540.98	3.97	2467	102	4232	501	1765	399
4621	2185.21	3.41	1746	640	2592	922	846	282
4631	2916.98	4.56	176	76	382	66	206	-10
4632	12024.56	18.79	821	245	1341	212	520	-33
4701	72221.87	112.85	787	10	1489	28	702	18
4702	156837.34	245.06	0	0	21	0	21	0

	2000 Torrance County Dasz's				2025 Torrance County Dasz's			
DASZ	Total Acres	Total Sqare Miles	Total Population	Total Employment	Total Population	Total Employment	Population Change 2000-2025	Employment Change 2000-2025
9201	26082.74	40.75	3333	52	7222	99	3889	47
9211	2194.1	3.43	421	22	698	17	277	-5
9212	3661.75	5.72	233	128	1106	334	873	206
9221	4484.94	7.01	300	29	225	8	-75	-21
9231	2333.19	3.65	248	44	328	176	80	132
9232	5116.24	7.99	525	64	5075	894	4550	830
9241	707.28	1.11	380	585	526	670	146	85
9242	622.7	0.97	662	5	1157	40	495	35
9251	5788.76	9.04	1050	839	1146	2071	96	1232
9261	27060.65	42.28	271	65	313	97	42	32
9271	23782.57	37.16	1460	94	2446	90	986	-4
9281	39355.67	61.49	1344	202	2251	177	907	-25
9291	47554.07	74.30	385	87	548	65	163	-22
9301	24748.47	38.67	680	68	863	96	183	28
9311	9919.85	15.50	1778	847	2299	2461	521	1614
9321	28290.71	44.20	181	110	233	9	52	-101
9331	87099.31	136.09	39	0	42	0	3	0
9341	25165.02	39.32	109	51	138	39	29	-12
9351	5240.39	8.19	251	14	356	18	105	4
9361	22172.49	34.64	75	0	84	0	9	0
9401	150612.02	235.33	1082	26	1357	21	275	-5
9411	23097.98	36.09	112	0	144	0	32	0
9421	78688.16	122.95	211	128	268	298	57	170
9431	9767.5	15.26	1235	271	1485	530	250	259
9441	294228.79	459.73	151	152	136	151	-15	-1
9451	145026.74	226.60	51	1	61	4	10	3
9501	241841.2	377.88	101	1	100	0	-1	-1
9511	304905.19	476.41	52	29	110	50	58	21
9521	1274.12	1.99	94	8	179	9	85	1
9531	500161.75	781.50	97	33	151	74	54	41

	2000 Santa Fe County Dasz's				2025 Santa Fe County Dasz's			
DASZ	Total Acres	Total Sqare Miles	Total Population	Total Employment	Total Population	Total Employment	Population Change 2000-2025	Employment Change 2000-2025
9101	70089.65	109.52	1249	88	6337	426	5088	338
9111	8878.24	13.87	2362	216	4689	1535	2327	1319
9121	28850.86	45.08	1010	209	6863	518	5853	309
9131	118184.36	184.66	374	100	478	168	104	68
9141	9561.5	14.94	212	167	659	125	447	-42
9151	7826.94	12.23	1883	175	4009	430	2126	255
9161	6252.12	9.77	1975	338	3371	987	1396	649

Population Age by DASZ

	Under 15	Under 15 %	65 and over	65 and over %	Total Population
State of New Mexico	419,108	23.0%	212,225	11.7%	1,819,046
Sandoval County	22,112	24.6%	9,542	10.6%	89,908
1011	31	30.1%	3	2.9%	103
1021	0	0.0%	0	0.0%	0
1022	0	0.0%	0	0.0%	0
1031	14	25.9%	0	0.0%	54
1032	0	0.0%	2	50.0%	4
1101	168	33.1%	15	3.0%	507
2011	1,050	35.5%	183	6.2%	2,958
2012	20	17.4%	17	14.8%	115
2021	10	33.3%	1	3.3%	30
2022	4	44.4%	0	0.0%	9
2031	562	28.7%	132	6.7%	1,958
2032	248	27.8%	73	8.2%	891
2041	0	0.0%	0	0.0%	0
2042	0	0.0%	0	0.0%	0
2051	339	17.3%	213	10.9%	1,956
2061	367	24.8%	191	12.9%	1,478
2071	0	0.0%	0	0.0%	11
2072	71	15.6%	71	15.6%	454
2111	5	29.4%	1	5.9%	17
2411	100	26.4%	32	8.4%	379
2431	159	25.2%	49	7.8%	632
2432	140	29.5%	44	9.3%	474
2441	109	24.5%	39	8.8%	444
2442	1,076	32.1%	190	5.7%	3,354
2443	499	31.3%	52	3.3%	1,592
2451	44	23.4%	16	8.5%	188
2452	221	20.9%	209	19.8%	1,058
2453	25	27.5%	9	9.9%	91
2454	289	30.6%	72	7.6%	945
2511	0	0.0%	0	0.0%	0
2521	304	14.0%	250	11.5%	2,168
2522	235	20.0%	102	8.7%	1,174
2523	30	16.7%	19	10.6%	180
2524	39	15.4%	30	11.8%	254
2531	16	12.8%	13	10.4%	125
2532	40	19.1%	18	8.6%	209
2541	18	30.0%	6	10.0%	60
2542	10	22.7%	4	9.1%	44

Population Age by DASZ

	Under 15	Under 15 %	65 and over	65 and over %	Total Population
Valencia County	16,594	25.1%	6,723	10.2%	66,152
4131	0	0.0%	0	0.0%	0
4132	8	17.4%	4	8.7%	46
4141	169	21.4%	72	9.1%	788
4142	16	15.5%	16	15.5%	103
4143	70	21.7%	31	9.6%	323
4144	212	25.5%	62	7.5%	830
4145	233	25.2%	111	12.0%	923
4146	78	21.0%	45	12.1%	372
4151	24	28.6%	6	7.1%	84
4152	0	0.0%	2	25.0%	8
4153	0	0.0%	0	0.0%	0
4154	60	27.9%	8	3.7%	215
4155	0	0.0%	0	0.0%	0
4156	35	22.0%	16	10.1%	159
4161	670	25.5%	266	10.1%	2624
4162	640	41.6%	91	5.9%	1540
4163	30	11.5%	18	6.9%	262
4164	585	29.8%	145	7.4%	1960
4165	297	28.5%	67	6.4%	1042
4166	441	16.6%	192	7.2%	2660
4167	31	15.0%	33	16.0%	206
4171	632	26.3%	160	6.7%	2399
4172	124	20.8%	67	11.3%	595
4173	301	23.7%	169	13.3%	1270
4174	119	19.7%	91	15.0%	605
4175	221	25.0%	86	9.7%	884
4176	76	24.2%	23	7.3%	314
4181	206	23.1%	132	14.8%	892
4182	164	22.6%	120	16.5%	726
4183	132	20.9%	103	16.3%	633
4184	128	23.7%	76	14.1%	540
4185	211	25.6%	121	14.7%	824
4186	296	26.6%	196	17.6%	1111
4187	187	27.2%	77	11.2%	688
4191	557	23.0%	278	11.5%	2418
4192	268	21.2%	181	14.3%	1267
4201	5	38.5%	3	23.1%	13
4202	121	26.2%	37	8.0%	462
4203	57	32.6%	7	4.0%	175
4311	264	28.7%	65	7.1%	919
4411	690	31.4%	92	4.2%	2196
4412	784	33.8%	104	4.5%	2317
4413	0	0.0%	0	0.0%	0
4414	1,846	35.9%	166	3.2%	5148
4415	287	28.1%	41	4.0%	1022
4421	80	22.7%	25	7.1%	353
4422	5	33.3%	0	0.0%	15
4423	61	29.9%	13	6.4%	204
4431	358	28.6%	78	6.2%	1253
4432	2	33.3%	0	0.0%	6

Population Age by DASZ

	Under 15	Under 15 %	65 and over	65 and over %	Total Population
Valencia County	16,594	25.1%	6,723	10.2%	66,152
4441	0	0.0%	0	0.0%	0
4442	2	25.0%	2	25.0%	8
4443	0	0.0%	0	0.0%	2
4444	22	14.9%	34	23.0%	148
4451	10	25.6%	7	17.9%	39
4452	10	37.0%	3	11.1%	27
4511	782	20.9%	480	12.8%	3743
4512	115	18.7%	77	12.5%	615
4513	466	23.5%	216	10.9%	1986
4514	360	25.3%	148	10.4%	1422
4521	524	24.0%	218	10.0%	2183
4522	40	14.8%	40	14.8%	271
4523	643	23.3%	189	6.8%	2765
4524	211	21.1%	144	14.4%	1000
4531	307	23.6%	124	9.5%	1303
4532	271	21.7%	126	10.1%	1249
4611	555	22.5%	438	17.8%	2467
4621	258	14.8%	641	36.7%	1746
4631	39	22.2%	18	10.2%	176
4632	244	29.7%	59	7.2%	821
4701	250	31.8%	46	5.8%	787
4702	0	0.0%	0	0.0%	0

Population Age by DASZ

	Under 15	Under 15 %	65 and over	65 and over %	Total Population
Torrance County	4,269	25.2%	1,647	9.7%	16,911
9201	855	25.7%	212	6.4%	3333
9211	152	36.1%	8	1.9%	421
9212	63	27.0%	23	9.9%	233
9221	80	26.7%	18	6.0%	300
9231	56	22.6%	21	8.5%	248
9232	127	24.2%	51	9.7%	525
9241	99	26.1%	48	12.6%	380
9242	213	32.2%	59	8.9%	662
9251	272	25.9%	110	10.5%	1050
9261	70	25.8%	26	9.6%	271
9271	408	27.9%	106	7.3%	1460
9281	384	28.6%	117	8.7%	1344
9291	113	29.4%	33	8.6%	385
9301	183	26.9%	71	10.4%	680
9311	323	18.2%	140	7.9%	1778
9321	46	25.4%	21	11.6%	181
9331	14	35.9%	2	5.1%	39
9341	30	27.5%	6	5.5%	109
9351	58	23.1%	47	18.7%	251
9361	12	16.0%	10	13.3%	75
9401	153	14.1%	133	12.3%	1082
9411	20	17.9%	12	10.7%	112
9421	39	18.5%	51	24.2%	211
9431	311	25.2%	216	17.5%	1235
9441	29	19.2%	29	19.2%	151
9451	4	7.8%	12	23.5%	51
9501	22	21.8%	18	17.8%	101
9511	10	19.2%	6	11.5%	52
9521	12	12.8%	20	21.3%	94
9531	11	11.3%	25	25.8%	97

	Under 15	Under 15 %	65 and over	65 and over %	Total Population
Santa Fe County	25,638	19.8%	13,903	10.8%	129,292
9101	238	19.1%	107	8.6%	1249
9111	640	27.1%	135	5.7%	2362
9121	261	25.8%	75	7.4%	1010
9131	78	20.9%	34	9.1%	374
9141	49	23.1%	12	5.7%	212
9151	579	30.7%	88	4.7%	1883
9161	509	25.8%	124	6.3%	1975

Minority Population by DASZ

Sandoval County	Total Population	White Not Hispanic	Minority Total	Minority %
1011	103	43	60	58.3%
1021	0	0	0	0.0%
1022	0	0	0	0.0%
1031	54	20	34	63.0%
1032	4	3	1	25.0%
1101	507	292	215	42.4%
2011	2,958	62	2896	97.9%
2012	115	17	98	85.2%
2021	30	3	27	90.0%
2022	9	1	8	88.9%
2031	1,958	4	1954	99.8%
2032	891	47	844	94.7%
2041	0	0	0	0.0%
2042	0	0	0	0.0%
2051	1,956	1,316	640	32.7%
2061	1,478	248	1230	83.2%
2071	11	0	11	100.0%
2072	454	168	286	63.0%
2111	17	10	7	41.2%
2411	379	10	369	97.4%
2431	632	153	479	75.8%
2432	474	0	474	100.0%
2441	444	45	399	89.9%
2442	3,354	58	3296	98.3%
2443	1,592	11	1581	99.3%
2451	188	65	123	65.4%
2452	1,058	311	747	70.6%
2453	91	9	82	90.1%
2454	945	2	943	99.8%
2511	0	0	0	0.0%
2521	2,168	1,774	394	18.2%
2522	1,174	710	464	39.5%
2523	180	125	55	30.6%
2524	254	199	55	21.7%
2531	125	98	27	21.6%
2532	209	163	46	22.0%
2541	60	16	44	73.3%
2542	44	17	27	61.4%

Minority Population by DASZ

Valencia County	Total Population	White Not Hispanic	Minority Total	Minority %
4131	0	0	0	0.0%
4132	46	5	41	89.1%
4141	788	416	372	47.2%
4142	103	50	53	51.5%
4143	323	130	193	59.8%
4144	830	293	537	64.7%
4145	923	294	629	68.1%
4146	372	161	211	56.7%
4151	84	23	61	72.6%
4152	8	5	3	37.5%
4153	0	0	0	0.0%
4154	215	106	109	50.7%
4155	0	0	0	0.0%
4156	159	75	84	52.8%
4161	2624	1034	1590	60.6%
4162	1540	602	938	60.9%
4163	262	64	198	75.6%
4164	1960	630	1330	67.9%
4165	1042	355	687	65.9%
4166	2660	1081	1579	59.4%
4167	206	116	90	43.7%
4171	2399	940	1459	60.8%
4172	595	218	377	63.4%
4173	1270	431	839	66.1%
4174	605	207	398	65.8%
4175	884	256	628	71.0%
4176	314	98	216	68.8%
4181	892	257	635	71.2%
4182	726	202	524	72.2%
4183	633	203	430	67.9%
4184	540	152	388	71.9%
4185	824	191	633	76.8%
4186	1111	291	820	73.8%
4187	688	178	510	74.1%
4191	2418	841	1577	65.2%
4192	1267	402	865	68.3%
4201	13	0	13	100.0%
4202	462	226	236	51.1%
4203	175	57	118	67.4%
4311	919	68	851	92.6%
4411	2196	799	1397	63.6%
4412	2317	808	1509	65.1%
4413	0	0	0	0.0%
4414	5148	1119	4029	78.3%
4415	1022	530	492	48.1%
4421	353	170	183	51.8%
4422	15	3	12	80.0%
4423	204	76	128	62.7%
4431	1253	631	622	49.6%
4432	6	2	4	66.7%

Minority Population by DASZ

Valencia County	Total Population	White Not Hispanic	Minority Total	Minority %
4441	0	0	0	0.0%
4442	8	6	2	25.0%
4443	2	0	2	100.0%
4444	148	110	38	25.7%
4451	39	27	12	30.8%
4452	27	17	10	37.0%
4511	3743	2463	1280	34.2%
4512	615	342	273	44.4%
4513	1986	811	1175	59.2%
4514	1422	684	738	51.9%
4521	2183	977	1206	55.2%
4522	271	113	158	58.3%
4523	2765	1256	1509	54.6%
4524	1000	504	496	49.6%
4531	1303	498	805	61.8%
4532	1249	417	832	66.6%
4611	2467	1291	1176	47.7%
4621	1746	1125	621	35.6%
4631	176	44	132	75.0%
4632	821	312	509	62.0%
4701	787	294	493	62.6%
4702	0	0	0	0.0%

Minority Population by DASZ

Torrance County	Total Population	White Not Hispanic	Minority Total	Minority %
9201	3333	2330	1003	30.1%
9211	421	251	170	40.4%
9212	233	161	72	30.9%
9221	300	181	119	39.7%
9231	248	164	84	33.9%
9232	525	313	212	40.4%
9241	380	206	174	45.8%
9242	662	380	282	42.6%
9251	1050	559	491	46.8%
9261	271	162	109	40.2%
9271	1460	944	516	35.3%
9281	1344	797	547	40.7%
9291	385	272	113	29.4%
9301	680	429	251	36.9%
9311	1778	695	1083	60.9%
9321	181	133	48	26.5%
9331	39	36	3	7.7%
9341	109	81	28	25.7%
9351	251	49	202	80.5%
9361	75	61	14	18.7%
9401	1082	430	652	60.3%
9411	112	68	44	39.3%
9421	211	110	101	47.9%
9431	1235	541	694	56.2%
9441	151	107	44	29.1%
9451	51	38	13	25.5%
9501	101	71	30	29.7%
9511	52	27	25	48.1%
9521	94	17	77	81.9%
9531	97	64	33	34.0%

Santa Fe County	Total Population	White Not Hispanic	Minority Total	Minority %
9101	1249	983	266	21.3%
9111	2362	1897	465	19.7%
9121	1010	778	232	23.0%
9131	374	217	157	42.0%
9141	212	158	54	25.5%
9151	1883	1272	611	32.4%
9161	1975	1520	455	23.0%

Appendix B
Click here to view Traffic Flow Maps

**Appendix C
Preliminary Compilation of Needs by County**

Sandoval County

RPO Status	Unit of Government	Description of Project or Program	Plan Source	Cost Estimate
Member	Sandoval County	Northwest Corridor from US 550 to I-40 at the Rio Puerco	Infrastructure Capital Improvement Plan (ICIP) (2001-2005)	
		Widen and pave Highway 485 to Gilman	ICIP (2001-2005)	$1 million
		Grade and pave Forest Road 266	ICIP (2001-2005)	
		Pena Blanca and Sile paved roads	ICIP (2001-2005)	$350,000
		Widen NM-4 from Canon to La Cueva	ICIP (2001-2005)	
Member	Village of Jemez Springs	Improve NM-4 through the Village to reduce traffic congestion and ensure pedestrian safety	Development Policy Plan (1995)	
		Establish a park-and-ride facility and promote ridesharing	Development Policy Plan (1995)	
		Study feasibility of NM-4 relief route around the Village center	Development Policy Plan (1995)	
		Improve storm water drainage system along NM-4 through Village	Development Policy Plan (1995)	
Member	Village of San Ysidro	Bypass relief route to NM-4 west of the Village	RPO County meeting (2002)	
	Village of Cuba			
	Pueblo of Jemez	NM 4 Bypass around the Pueblo townsite	Legislative initiative	
	Pueblo of Sandia			
Member	Pueblo of Zia			
	Pueblo of Cochiti			
	Jicarilla Apache Tribe			
	Pueblo of San Felipe			
	Pueblo of Santa Ana			

Southern Santa Fe County

RPO Status	Unit of Government	Description of Project or Program	Plan Source	Cost Estimate
Member	Santa Fe County			
Member	Town of Edgewood	Expansion of NM 344 (minimum 4-lane) from I-40 north to the Edgewood Town Center and other development in Section 16	Comprehensive Plan (2000)	
		Potential new I-40 interchanges (two)	Comprehensive Plan (2000)	
		Widening of NM-333 (Bernalillo CL to Torrance CL)	RPO County Meeting (2002)	

Torrance County

RPO Status	Unit of Government	Description of Project or Program	Plan Source	Cost Estimate
Member	Torrance County	Safety improvements to NM-41 roadway to allow for vehicular passing and left-turn movements	MRGCOG Road Network Evaluation (2000)	
Member	City of Moriarty	NM-333 Median Enhancement Project	Infrastructure Capital Improvement Plan (2001-2005)	$600,000
		Reconstruction of I-40 East Interchange with northside access to frontage road	RPO County Meeting (2002)	
		Reconstruction of I-40 West Interchange with northside access and improved access to Green Road and NM-333	Comprehensive Plan (1990)	
		Paved extension of Martinez Road west to Lexco Road	Comprehensive Plan (1990)	
		Paved connection from NM-41/Walker Road to NM-333/Lexco Road (with signalization)	RPO County Meeting (2002)	
		Route 66 (NM-333) Corridor Improvements to alleviate problems due to excessive right-of-way, commercial truck parking, pedestrian safety, and off-street circulation	Comprehensive Plan (1990)	
	Town of Estancia	Parking and traffic controls on NM-41	Comprehensive Plan (1998)	
		Airport improvements, including paved runway and ground access road	Comprehensive Plan (1998)	
	Town of Mountainair			
	Village of Willard			

Valencia County

RPO Status	Unit of Government	Description of Project or Program	Plan Source	Cost Estimate
Member	Valencia County	New I-25 interchange south of NM 6 with connection to NM 314	Comprehensive Plan (2001)	
		Manzano Expressway extension north with connection to NM 47 and I-25 (Corridor Study)	Comprehensive Plan (2001)	
		New Manzano Expressway link to NM 47 and eventually to I-25 (River Crossing Corridor Study)	Comprehensive Plan (2001)	
		Urbanizing area road enhancements such as curbs, sidewalks, landscaping, street lighting, and parking	Comprehensive Plan (2001)	
Member	City of Belen	Widen Main Street to four lanes from the north Interstate 25 interchange to the south Interstate 25 interchange	Infrastructure Capital Improvement Plan (ICIP) (2001-2005)	
		Safety improvements to Delgado Street	ICIP (2001-2005)	$700,000
		Reconfigure North Belen Interchange – fully directional	RPO County Mtg (2002)	
		Reconfigure South Belen Interchange – fully directional	RPO County Mtg (2002)	
Member	Village of Bosque Farms	Community transportation terminal for multi-modal and intermodal facilities such as park-and-ride, bus stop, passenger shelter, vanpooling, and taxi pick-up	Master Plan (1995 Update)	
		Develop and implement a Main Street design theme for NM 47 through the Village	Master Plan (1995 Update)	
		Community-wide system of pedestrian walkways, bikeways, and equestrian trails	Master Plan (1995 Update)	
Member	Village of Los Lunas	Village sidewalk program	ICIP (2001-2005)	$700,000
		NM-314 reconstruction south	ICIP (2001-2005)	$3.7 million
		North/South interchange construction	ICIP (2001-2005)	$9.7 million
		NM-314 reconstruction north	ICIP (2001-2005)	$2.1 million
		NM-6 (Main Street) reconstruction	ICIP (2001-2005)	$948,756
		Morris Road Extension	ICIP (2001-2005)	$974,650
		Fourth Street Improvements	ICIP (2001-2005)	$9.5 million
	Pueblo of Isleta			
	Pueblo of Laguna			

Appendix D
Survey Results

Key Person Interview Questionnaire

Transportation Survey Responses

Total Responses: 32   Universe (Number to receive a survey): 77
Total Response Rate: 41.5%
Sandoval County: 7, Torrance County: 12, Valencia County: 9, Santa Fe County: 2, Unknown: 2

1. **What do you think is the top transportation priority or priorities of your community?**
   1. Road Maintenance and Improvements, such as paving, resurfacing, widening (12) (T-5, S-2, V-2, SF-2, U-1)
   2. East-West transportation corridor in Valencia County, river crossing (5) (V-5)
   3. Public Transportation (5) (S-2, V-1, T-1, U-1)
   4. Traffic Congestion (2) (V-1, S-1)
   5. Funding (V), North-South transportation corridor in Sandoval County (new river crossing) (S), East-West transportation corridor in Torrance County (T), North-South transportation corridor in Valencia County (V), Pedestrian sidewalks (S), school busing (S), an additional I-25 exit between Los Lunas and Belen (V), commuting to Albuquerque (T), reduction of speed on residential streets (S) (1)

2. **In your opinion, what are the top transportation safety concerns in your community?**
   1. Road Maintenance and Improvements (15) (T-7, V-4, SF-2, S-1, U-1)
   2. Traffic Calming, reducing speeding in pedestrian areas (9) (T-3, V-3, S-2, U-1)
   3. Traffic Congestion (4) (S-2, V-2)
   4. Bicycle/Pedestrian routes and trails (2) (S-2)
   5. Better Signage (2)(T-2)
   6. School Busing (S), wildlife along the highway (T) (1)

3. **Are traffic calming techniques, such as slowing down traffic (i.e., speed bumps, speed humps, traffic flow barriers) or reducing heavy truck traffic, needed in your community?**
   Yes – 14 (V-5, T-4, S-3, SF-1, U-1)
   No – 13 (T-4, V-3, S-3, SF-2, U-1)

   If so, identify specific locations.
   Bosque Loop, Camino del Pueblo (Bernalillo), US 60 (downtown Mountainair), Delgado between Mesa and 12th (Belen), 10th between Delgado and Gilliet (Belen), Main Street (Belen), Jemez Springs (Village limits), playgrounds and areas with high child activity (Belen), Rural neighborhoods (Valencia County), Limit and Cedar (Mountainair), high school, grade school, and streets more than three block long (Mountainair), near community center and other congested areas (unknown).

4. **Do you think protecting the environment and promoting energy conservation are important transportation issues?**
Yes – 22 (V-7, S-6, T-5, SF-2, U-2)
No – 7 (T-5, SF-1, V-1)
Somewhat – 2 (S-1, V-1)

   If so, give some examples.
   1. Clean air (7) (V-2, T-2, SF-1, S-1, U-1)
   2. Flooding and erosion due to unhealthy watershed conditions (T), pave roads to reduce dust (S) , solar and wind energy (T) (1)

5. **Which roads, travel corridors, and/or intersections in your community (municipal and county) do you believe have serious traffic problems or will have serious problems in the next twenty years?**
   1. US 60 (7)
   2. NM 47 (5)
   3. I-40/NM 344 (Moriarty/Edgewood) (3)
   4. NM 55 (Mountainair) (3)
   5. NM 6, NM 4 (Jemez Springs), US 550, Mesa Road (Belen), NM 314 (Los Lunas), NM 337 (Mountainair, Torreon) (2)
   6. Bosque Loop, Main St. (Los Lunas), Camino del Pueblo (Bernalillo), Dinkle Road (Edgewood), NM 309, NM 313 and I-25, NM 528, Corrales Road, Coronado Road, West Meadowlake Lane (Corrales), NM 377 & Old 66, NM 41 & Old 66 in Moriarty, NM 377 south of Tijeras, NM 41 between Estancia & Moriarty, Exit 203 (Los Lunas) (1)

   What do you think should be done about these traffic problems?
   1. Road Maintenance and Improvement (12) (V-6, T-3, S-2, U-1)
   2. Construct New Roads (7) (V-4, S-1, T-1, U-1)
   3. Install Traffic Signals (5) (T-2, SF-2, S-1)
   4. Traffic Calming, reduce speed limit (3) (S-2, SF-1)
   5. Economic development (SF), conduct traffic corridor study (S), require developers to pay transportation costs in places where they are responsible for increased traffic flow (T), more meeting with highway dept (T), more use of NM 55 (T), place on state highway dept. priority list (T), place as high priority on local master plans (T) (1)

6. **Do you think there are transportation alternatives (such as public transit, carpooling, vanpooling, park and ride lots, bicycling, walking) that would work in your community?**
Yes – 18 (V-8, S-4, T-4, SF-2)
No – 11 (T-5, S-2, U-2, V-1)
Possibly – 2 (T-1, S-1)

   If so, give some examples.
   1. Rail and Bus (12) (V-6, T-5, S-1)
   2. Carpooling, Vanpooling, Park and Ride Lots (7) (V-3, SF-2, T-1, S-1)
   3. Bicycling and Walking (7) (V-3, S-3, T-1)

7. **Would designated bicycle routes and pedestrian trails be used in your community?**
Yes – 16 (V-8, S-5, T-2, SF-1)
No – 12 (T-7, S-1, V-1, SF-1)
Possibly – 2 (S-1, T-1)

   If so, identify any potential bicycle routes and pedestrian trail locations.
   1. Along the Bosque (Bernalillo, Belen, Bosque Farms) (4)
   2. Bosque Loop, Dinkle and Church Road (Edgewood), Belen Main St, Mesa Road and River Road in Belen, NM 4 (Jemez Springs), NM 333 and NM 344 (Edgewood), I-25 and Tramway (Sandia Pueblo) (1)

8. **Do you think your community would be interested in supporting a public transportation system (Regional Transit Authority) sometime in the next twenty years in order to provide public bus and/or rail service throughout the region?**
Yes – 10 (V-7, S-2, T-1)
No – 14 (T-6, S-3, SF-3, V-1, U-1)
Possibly – 5 (T-2, S-1, V-1, U-1)

   Do you believe public bus service or commuter railroads would alleviate transportation problems in your community?
Yes – 11 (V-6, S-2, T-1, SF-1, U-1)
No – 12 (T-5, V-3, S-2, SF-1)
Possibly – 3 (S-2, T-1)

9. **Should regional transportation hubs (bringing together services such as carpooling, vanpooling, park-and-ride, bus, taxi, travel information, commuter rail, and visitors' centers) be established in your community?**
Yes – 17 (V-9, T-4, S-3, SF-1)
No – 6 (T-3, SF-2, S-1)
Possibly – 4 (T-2, S-2)

   Identify possible locations for such centers in your region if you think so.
US 550 & I-25, already a loosely organized park and ride – Bernalillo

Village Hall, Visitors Center – Los Lunas

Near I-40 and NM 344 and somewhere along Frost Road – Edgewood

Church & Main near the police station and Los Chavez fire station – Belen

Areas along Becker Avenue between Main Street and 1st Street – Belen

Would require a feasibility study – Jemez Springs

Bus from San Ysidro to Los Alamos, and from Sierra Los Pinos to Albuquerque – Jemez Springs

BNSF Rail Station in Belen, I-25 exit 195 with a light rail stop at the intermodal center - Belen

In Los Lunas the Valencia "Y", in Belen the Wells Fargo Bank – Valencia County

At the junction of Rte 55 and Rte 337, and possible at Rte 217 and Rte 337 – Tajique

North-south and east-west population centers such as Belen, Los Lunas, Rio Communities old core, Las Maravillas, Meadow Lakeland, Bosque Farms – VIA

In the economic development area, around the I-25/Tramway interchange, such a hub would have to be planned cooperatively with the Pueblo, to ensure that the Pueblo's village area and cultural activities are adequately protected – Sandia Pueblo

In Bernalillo US 550 and NM 313 intersection, in Rio Rancho near Intel – Sandoval County

The point where Corrales comes close to NM 528 may work - Corrales

City Hall – Mountainair

Near Tajique Community Center on NM 55, and another on NM 41 between Estancia and Moriarty on the east side of the highway – Mountainair

Moriarty, Estancia, Edgewood – Estancia

Middle Rio Grande Regional Planning Organization (RPO)

Regional Transportation Issues

Key Person Interview Questionnaire

1. **What do you think is the top transportation priority or priorities of your community?**
Children to school – Cuba

Mass Transit – Bernalillo

Second East – West arterial through Los Lunas, second access to I-25, East – West access across the valley – Los Lunas

Development of US 60 as an alternate east/west route through New Mexico, resurface and widen the roadway - Mountainair

Improve ditches, install uniform size culverts to keep roadbeds dry and firm. Then pave roads to reduce dust and washboarding – Edgewood

Safety, need to extend a frontage road from Bosque Farms north into Albuquerque and linking with Yale Boulevard for merging cars from Bosque Farms and Rio Bravo - Belen

NM 47 bridge across river – Belen

Pedestrian sidewalks, transportation availability for senior citizens – Jemez Springs

Paving of NM 126 from Fenton Lake to Cuba – Jemez Springs

Small transportation system within Belen extending to Rio Communities - Belen

Non-medical transportation services, transportation services after hours an on weekends - Unknown

The one exit from I-25 to Los Lunas has to be a priority in Valencia County – Los Chavez

To maintain and improve the condition and capacity of the rural county roads – Torrance County

A better road to Mesa where the airport is expanding, better flood control to help control mud slides, widen and straighten NM 47, a bridge to give Los Lunas more than one exit and better serve the east side – Belen

Traffic Congestion (NM 47 & NM 6) because majority of workforce travels to Albuquerque, an alternative route is needed, Funding – local roads need to be improved but it is not within our means – Valencia County

Widen NM 333 & NM 344 to four lanes divided highways – Edgewood

Improved Roads – Tajique

Mid valley river crossing, Manzano Expressway extension, and improvements on NM 47, from Rio Communities north - VIA

Resurfacing and safety improvements on NM 313 and reconstruction of the I-25/Tramway interchange – Sandia Pueblo

Alternative connector roads from Rio Rancho into the Albuquerque area to include a new river crossing – Sandoval County

Reduction of congestion on Corrales Road through increased use of Loma Larga, and the reduction of speed on residential streets – Corrales

Stopping high driving on Limit and Cedar - Mountainair

Transportation to and from Albuquerque for seniors, repair and maintenance of deteriorating paved roads – Mountainair

Improve recreational facilities for students, have Torrance County provide transportation to students through a vanpool – Mountainair

Improving county road maintenance, improving two lane roads with no passing lanes or opportunities – Estancia

Roadway conditions, new or improved paving - Unknown

An additional I-25 exit into the via a new interchange between Los Lunas and Belen – Los Lunas

Commuting to Albuquerque – Torreon

2. **In your opinion, what are the top transportation safety concerns in your community?**
Children to school – Cuba

Speeders in high pedestrian areas – Bernalillo

Speeding & careless driving – Los Lunas

Deteriorated road surfaces, increased wildlife feeding along roadways – Mountainair

Roads wide enough to handle traffic and walkway. Bike paths spaced a few feet away from the edge of the roadbed – Edgewood

NM 47 – Belen

Pedestrian safety due to narrow NM 4 and no sidewalks – Jemez Springs

Speed limits are too low from Jemez Springs to La Cueva, causing traffic stalls – Jemez Springs

Intersection on NM 314 & I-25 bypass road with overhead ramp – Belen

Ability of EMS to get to their destinations easily on ummaintained roads, especially in bad weather – Unknown

Speed bumps being placed on rural roads – Los Chavez

The lack of acceleration and deceleration lanes on roads such as NM 41, culverts to reduce road washout and chip and seal to help maintain good road surfaces - Torrance County

Walmart is a very dangerous area for traffic, change the light on 314 to a new location further south by Checker and Craig Tire area or put in another light to slow down traffic in that area, the industrial park in Rio Communities needs more police surveillance and possibly a wider road with a turn lane – Belen

Turning lanes, the current road system is so heavily traveled that anyone attempting to enter or exit roads poses a hazard to thru traffic – Valencia County

NM 333 & 344 intersection, and Dinkle & NM 344 – Edgewood

Snow and mud making roads difficult – Tajique

Severely congested roads, limited east-west transportation, inadequate roads for fire, police, and emergency vehicles - VIA

NM 313 is Sandia's top transportation safety concern. There are serious safety hazards dues to potholes, deteriorated areas, and the road's narrowness, lack of shoulders and designation as a bike route – Sandia Pueblo

Increased gridlock and traffic – Sandoval County

Speeding on residential streets – Corrales

Better road conditions, no potholes, need speed bumps on Limit and Cedar – Mountainair

Safety around the high school and grade school, better patrolling of the downtown

area – Mountainair

Speeding in town – Mountainair

Traffic signs and warning signs of truck traffic - Mountainair

Speeding in local neighborhoods, potholes, repavement of streets, better signage – Mountainair

Two lane roads with no passing opportunities, ie. State 3777 south of Tijeras – Estancia

Signs to deter speeding - Unknown

Abiding by the posted speed limit – Los Lunas

Small highways or heavily used dirt country roads – Torreon

3. **Are traffic calming techniques, such as slowing down traffic (i.e., speed bumps, speed humps, traffic flow barriers) or reducing heavy truck traffic, needed in your community?**
No – Cuba, Los Lunas (II), Moriarty/Edgewood, Edgewood, Jemez Springs, Unknown, Los Chavez, Torrance County, Tajique, Sandoval County, Estancia, Torreon

Yes – Bosque Farms, Bernalillo, Mountainair, Belen (II), Jemez Springs, Valencia County, Edgewood, VIA, Corrales, Mountainair (III), Unknown

If so, identify specific locations.
Bosque Loop – Bosque Farms

Camino del Pueblo (downtown) – Bernalillo

US 60, main section of Mountainair, 3-4 block area – Mountainair

Delgado between Mesa & 12th, 10th St. between Delgado & Gilliet?, on Main St. fro children crossing to schools – Belen

Within Village limits of Jemez Springs – Jemez Springs

Areas of high child activity, like playgrounds - Belen

Rural neighborhoods, to prevent speeding – Valencia County

At NM 333 when I-40 is closed - Edgewood

Limit weight of trucks on some roads to appropriate levels, on NM 47, provide passing lanes to get around slow farm vehicles – VIA

There are ongoing requests from citizens to barricade roads and reduce heavy truck traffic – Corrales

Limit and Cedar – Mountainair

Around the high school and grade school and those streets that are more than three blocks long – Mountainair

Around the school zones – Mountainair

Near community center and other congested areas – Unknown

4. **Do you think protecting the environment and promoting energy conservation are important transportation issues?**
Yes – Cuba, Bosque Farms, Bernalillo, Mountainair (IIII), Edgewood, Jemez Springs (II), Belen (II), Unknown (II), Los Chavez, Torrance County, Valencia County, Edgewood, VIA, Sandia Pueblo, Corrales, Los Lunas

Somewhat – Los Lunas, Sandoval County

No – Moriarty/Edgewood, Belen, Tajique, Mountainair (II), Estancia, Torreon

If so, give some examples.
Unpaved roads should be paved in some areas due to high amounts of dust – Bernalillo

Unhealthy upland watershed conditions result in flooding, which erodes roadways, washes out bridges, and dumps sediment on road surfaces – Mountainair

Protect us from diesel exhaust from whatever bus system is proposed, high quality oil could be conserved if all auto used manual transmissions - Edgewood

The less vehicle traffic the less fuel is used and less vehicle pollution – Jemez Springs

Common sense approaches are needed, not off the wall environmental groups – Jemez Springs

Pollution from car exhaust – Belen

Less cars on the road, cars that are more efficient and use alternative sources of fuel – Unknown

Valencia County needs to take some leadership in air quality. We have auto and wood stove issues – Los Chavez

Perhaps some type of highway/road barrier could be devised to prevent

vehicles (tires) from tracking noxious weeds from one are to another –
Torrance County

Bike paths for alternative transportation to reduce vehicles, aid air quality and
reduce gas consumption – VIA

Better fuel consumption – Mountainair

Look into wind and solar energy – Mountainair

5. **Which roads, travel corridors, and/or intersections in your community
   (municipal and county) do you believe have serious traffic problems or
   will have serious problems in the next twenty years?**
   US 550 – Cuba

Bosque Loop – South, West, and North – Bosque Farms

Camino del Pueblo – Bernalillo

Main Street – Los Lunas

344/I-40 Edgewood – Moriarty/Edgewood

US 60 and NM 55 in Mountainair, Willard "Y" US 60 and NM 41 west of
Willard – Mountainair

NM 344, north from end of new I-40 bridge to Rost Road, Dinkle Road over
it's east-west length in Edgewood – Edgewood

Frontage road between Albuquerque and Bosque Farms - Belen

Mesa Road, River Road, Reinken and Main Street – Belen

NM 4 from San Ysidro to Los Alamos and specifically within the Village of
Jemez Springs due to the Valle Calderas Park – Jemez Springs

All highways in the Jemez mountains – Jemez Springs

NM 47, Tome area south to Belen - Belen

On I-40 there are no barriers dividing the east and west bound lanes of traffic,
people can cross over easily and cause head on collision, maintenance of
roads in Torrance County – Unknown

The narrow portion of NM 47 seems to have more than its share of accidents
– Los Chavez

NM 55, NM 41, and county roads which feed into these state highways –
Torrance County

Mesa road to the airport, NM 47, Aragon road that connects Mesa and Main – Belen

Most of the intersections along NM 47 are or will be failing soon, the problem corridors are NM 47 and NM 6 – Valencia County

NM 333 & NM 344, Dinkle & 344 – Edgewood

Rt3 337 is inadequate for growing traffic, a direct improved road between Mountainair and 337 needs to be constructed – Tajique

NM 47 is currently a severely congested, highly dangerous, and curving road, also parkts of NM 6, 309, and 314 are congested – VIA

NM 313 and the I-25/Tramway – Sandia Pueblo

NM 528, Unser Blvd, intersection of US 550 and I-25, golf course, US 550 between I-25 and NM 528 – Sandoval County

Corrales Road, West Meadowlark Lane, intersection of both these roads, intersection of Coronado Road and Corrales Road – Corrales

US 60 and NM 55, US 60 and Roosevelt - Mountainair

Main Street (US 60) – Mountainair

US 60 and NM 55 – Mountainair

3rd Street and US 60 – Mountainair

US 60 – Mountainair

Intersection of state highway 377 and Old 66, intersection of state highway 41 and Old 66 in Moriarty, 377 south of Tijeras, NM 41 between Estancia and Moriarty – Estancia

Exit 203, intersection at Main Street in Los Lunas and State Road 314 – Los Lunas

NM 337, NM 41 – Torreon

What do you think should be done about these traffic problems?
Slow down traffic and make it more pedestrian friendly – Bernalillo

Encourage economic development – Moriarty/Edgewood

US 60 and NM 55 in Mountainair – paint yellow no parking zone on adjacent sidewalk and install traffic light, Willard 'Y" US 60 and NM 41 – add merging

traffic lanes – Mountainair

Install automatic signals, reduce 50 mph speed limit on NM 344 to 40 mph - Edgewood

Frontage road should connect Bosque Farms, Rio Bravo and Gibson and maybe an offshoot to University or Yale.

Widen and improve Mesa Road – Belen

Initiate a traffic corridor study from San Ysidro to Los Alamos, construct a pedestrian walkway within the Village of Jemez Springs – Jemez Springs

Speed limits should be steady, not too excessive or too slow – Jemez Springs

Street widened to relieve north-south traffic – Belen

Paving of dirt roads in Torrance County and continuous maintenance of these roads – Unknown

Widening roads and timing of stop lights at the speed limit – Los Chavez

Developers and other creators of high traffic areas should be required to improve transportation conditions in the places where they are responsible for increased traffic flow – Torrance County

A better road to Mesa where the airport is expanding, widen and straighten NM 47, a bridge to better serve east side and give Los Lunas another I-25 exit, fix up Aragon road between Mesa and Main - Belen

Find an alternate route to NM 47 and NM 6 – Valencia County

NM 333 & NM 344, Dinkle & 344 need turning lanes and traffic lights – Edgewood

Rte 337 through the national forest will either have to be expanded into a highway or augmented by a parallel highway in order to carry traffic into western Torrance County over the next 20 years, also a direct road between Mountainair and 337, bypassing the mountain communities – Tajique

NM 47 needs to be realigned and expanded, build a mid valley river crossing, improve east-west and north-south roads, classify roads by actual uses, trade roads with the NMSHTD based on new classifications, and fund road improvements based on realistic classifications – VIA

Reconstruction of NM 313 and the I-25 interchange is necessary to improve safety and traffic congestion. Reconstruction of the I-25 interchange was included in the NMSHTD 2001-2006 TIP, but has not been included in the 2002 and 2003 plans, due to lack of state funding. This project should be a priority

with NMSHTD – Sandia Pueblo

Additional north south connector roads, at least two additional river crossings – Sandoval County

Traffic lights are planned for Corrales Road – West Meadowlark Lane intersection, Coronado Road may be solved by adding a left turn lane, congestion on Corrales Road and West Meadow lark Lane could be solved by opening up more access routes – Corrales

On US 60 and NM 55 nothing now, but if population increases may eventually need a traffic light – Mountainair

Widening of Main Street, police patrol, parking stripes – Mountainair

The city of Mountainair and highway dept should have meetings – Mountainair

Encourage more use of NM 55 – Mountainair

Place on state highway dept. priority list, place as high priority on local master plans – Estancia

Widen Main Street from Nm 314 west and construct a new Interchange at I-25 south of exit 203 – Los Lunas

Four lanes for NM 41, shoulders and better road for NM 337 – Torreon

6. **Do you think there are transportation alternatives (such as public transit, carpooling, vanpooling, park and ride lots, bicycling, walking) that would work in your community?**
No – Cuba, Moriarty/Edgewood, Unknown (II), Torrance County, Sandoval County, Mountainair (IIII), Los Lunas

Yes – Bernalillo, Los Lunas, Mountainair (II), Edgewood (II), Belen (IIII), Jemez Springs (II), Los Chavez, Valencia County, Tajique, VIA, Sandia Pueblo, Estancia

Maybe – Corrales, Torreon

If so, give some examples.
Light rail between Albuquerque and Bernalillo – Bernalillo

Carpooling, vanpooling, park and ride lots, bicycling, walking – Los Lunas

Need education and promotional activities to increase participation in walking – Mountainair

Would need a large, low cost, daily fee, parking lot near I-40 and somewhere on N-14, or along Frost Road - Edgewood

Bicycling and walking in downtown Belen, park and ride, bus or train to Albuquerque, city bus routes in downtown Belen - Belen

Train from Belen to Albuquerque – Belen

Bicycle and pedestrian walkways – Jemez Springs

We are in desperate need of bike lanes – Jemez Springs

Vanpooling – Belen

We are the hub city for railroad, yet no discussion of a passenger train from Socorro to Albuquerque and Santa Fe – Los Chavez

Bus shuttle or rail to Albuquerque or Santa Fe - Belen

There are service centers (job centers) that an organized route would combine travelers to and from work and minimize cars on the road – Valencia County

Vanpooling – Edgewood

Carpooling, vanpooling, or buses will be necessary in the long term to bring commuters into Albuquerque from Torrance County – Tajique

All forms of alternative transportation, linked and coordinated region wide, including light rail and commuter trains – VIA

Around the economic development area close to I-25 and Tramway, if appropriate the Sandia Pueblo will also plan for these alternatives in the village area, where roads are not under the jurisdiction of state or local governments – Sandia Pueblo

Limited public transportation, park and rides, bicycling and walking, equestrian, carpooling – Corrales

A bus shuttle would be beneficial if the town would buy the campgrounds, encourage a "healthier" Mountainair by getting kids and parents to walk, bicycle and jog – Mountainair

Regular public transit from Estancia, Moriarty, & Edgewood area to Albuquerque – Estancia

High speed train up and down I-40 (Torreon)

7. **Would designated bicycle routes and pedestrian trails be used in your community?**
No – Cuba, Moriarty/Edgwood, Unknown (II), Tajique, Mountainair (IIII),

Estancia, Los Lunas, Torreon

Yes – Bosque Farms, Bernalillo, Los Lunas, Belen (III), Jemez Springs (II), Los Chavez, Torrance County, Valencia County, Edgewood, VIA, Sandoval County (for recreation, but not work commute), Corrales, Mountainair

Possibly – Mountainair, Sandia Pueblo

Bicycle routes – yes, pedestrian trails – no – Edgewood

If so, identify any potential bicycle routes and pedestrian trail locations.
Bosque Loop Trail in the planning stage – Bosque Farms

Along the Bosque or NM 313 between Albuquerque & Bernalillo – Bernalillo

Minor arterials and residential areas – Los Lunas

Public participation should select routes – Mountainair

East & West on Dinkle, Church Road - Edgewood

Belen Main Street north to south, Mesa Road up to park at high school, from Main to River Road and to the river – Belen

Routes that would connect parks or circle areas in town for exercise purposes – Belen

Along NM 4 – Jemez Springs

Alongside the highways, not in the highways – Jemez Springs

Ditch banks, Rio Grande Bosque area - Belen

A trail system through the Bosque from Bosque Farms to Belen with feeder trails form the urban section – Los Chavez

Trail locations should be incorporated into new developments – Torrance County

They could be used in controlled environments like subdivisions and in the inner cities (Los Lunas & Belen) – Valencia County

NM 333 & NM 344 - Edgewood

All major road ways, build paths as part of the alternative transportation network – VIA

The Pueblo of Sandia may consider designated bicycle routes and pedestrian trails in its economic development area, around I-25 and Tramway, to provide better access among businesses. However, due to problems with illegal dumping and trespass, these routes will not provide access to areas outside the economic development

areas, such as the Sandia Mountain foothills, Pueblo grazing lands, the Pueblo village area and reservation roads used by Sandia residents – Sandia Pueblo

Recreation bicycle route is needed along NM 313 for safety reasons – Sandoval County

Bicycle routes already exist along several roads, including West Meadowlark Lane, Loma Larga, and other residential streets, a pedestrian path is projected for Corrales Road through the central business district – Corrales

When streets are re-paved, widen them to include walking and biking along every street in town – Mountainair

8. **Do you think your community would be interested in supporting a public transportation system (Regional Transit Authority) sometime in the next twenty years in order to provide public bus and/or rail service throughout the region?**
No – Cuba, Moriarty/Edgewood, Edgewood, Jemez Springs (II), Unknown, Torrance County, Tajique, Edgewood, Torrance County, Mountainair (III), Los Lunas

Yes – Bernalillo, Los Lunas, Belen (IIII), Valencia County, VIA, Corrales, Estancia

Possibly – Mountainair, Los Chavez, Sandia Pueblo, Unknown, Torreon

Do you believe public bus service or commuter railroads would alleviate transportation problems in your community?
No – Cuba, Mountainair (III), Edgewood, Jemez Springs, Belen, Torrance County, Tajique, VIA (this would help but not totally alleviate the problem, we need all forms of transportation for current as well as projected populations), Sandoval County, Los Lunas

Yes – Bernalillo, Belen (III), Jemez Springs, Edgewood, Los Chavez, Los Lunas, Valencia County, Unknown, Mountainair (to transport people to recreational facilities)

Possibly – Sandia Pueblo, Corrales, Estancia

9. **Should regional transportation hubs (bringing together services such as carpooling, vanpooling, park-and-ride, bus, taxi, travel information, commuter rail, and visitors' centers) be established in your community?**
No – Cuba, Moriarty/Edgewood, Mountainair (III), Edgewood

Yes – Bernalillo, Los Lunas (II), Edgewood, Belen (IIII), Jemez Springs, Los Chavez, Torrance County, Valencia County, Tajique, VIA, Sandoval County, Mountainair (II)

Possibly – Sandia Pueblo, Corrales, Mountainair, Torreon

Identify possible locations for such centers in your region if you think so.

US 550 & I-25, already a loosely organized park and ride – Bernalillo

Village Hall, Visitors Center – Los Lunas

Near I-40 and NM 344 and somewhere along Frost Road – Edgewood

Church & Main near the police station and Los Chavez fire station – Belen

Areas along Becker Avenue between Main Street and 1st Street – Belen

Would require a feasibility study – Jemez Springs

Bus from San Ysidro to Los Alamos, and from Sierra Los Pinos to Albuquerque – Jemez Springs

BNSF Rail Station in Belen, I-25 exit 195 with a light rail stop at the intermodal center - Belen

In Los Lunas the Valencia "Y", in Belen the Wells Fargo Bank – Valencia County

At the junction of Rte 55 and Rte 337, and possible at Rte 217 and Rte 337 – Tajique

North-south and east-west population centers such as Belen, Los Lunas, Rio Communities old core, Las Maravillas, Meadow Lakeland, Bosque Farms – VIA

In the economic development area, around the I-25/Tramway interchange, such a hub would have to be planned cooperatively with the Pueblo, to ensure that the Pueblo's village area and cultural activities are adequately protected – Sandia Pueblo

In Bernalillo US 550 and NM 313 intersection, in Rio Rancho near Intel – Sandoval County

The point where Corrales comes close to NM 528 may work – Corrales

City Hall – Mountainair

City Hall, senior citizens center on Main Street – Mountainair

Near Tajique Community Center on NM 55, another on NM 41 between Estancia and Moriarty on the east side of the highway – Mountainair

Moriarty, Estancia, Edgewood – Estancia

Appendix E
Priority Ratings for Objectives

Rank	Statement of Objectives	Ratings					Avg
		1	2	3	4	5	
1	(Goal H) Objective: Develop dedicated and sustained funding sources.			2		9	4.6
2	(Goal C) Objective: Identify unsafe highway situations and rank traffic safety improvements from high to low priority over the next 20 years.			1	3	7	4.5
2	(Goal H) Objective: Maintain a long range transportation planning process through the Regional Planning Organization (RPO) as recommended by the Transportation Advisory Committee and approved by the MRGCOG Board of Directors.			2	1	8	4.5
2	(Goal A) Objective: Counties and municipalities should identify priorities for road maintenance and improvements from high to low priority over the next 20 years.			2	2	7	4.5
2	(Goal H) Objective: Provide for continuous coordination between the Metropolitan Planning Organization and the Regional Planning Organization of the MRGCOG.			1	4	6	4.5
3	(Goal G) Objective: Establish regional multimodal, intermodal transportation centers that can provide for carpooling, vanpooling, park-and-ride express, connections between local and regional transportation systems, a local bus stop, taxi pick-up, travel information, access to rail (if applicable), and a visitors center.			3	1	7	4.4
4	(Goal E) Objective: Provide a regional, comprehensive, and coordinated multimodal transportation system.		1	1	3	6	4.3
5	(Goal B) Objective: Establish major study corridors within the regional planning area, both existing and future, for intensive evaluation.		1	2	2	6	4.2
5	(Goal G) Objective: Establish a Regional Transit Authority providing services to all contributing communities in the region.		1	1	4	5	4.2
5	(Goal I) Objective: Encourage energy-efficient modes of travel.		1	2	2	6	4.2
6	(Goal A) Objective: Improve highway monitoring systems at all levels (Federal, State, and local) to identify system deficiencies.			3	4	4	4.1
7	(Goal B) Objective: Develop a standard Traffic Impact Analysis process to study the effects of proposed large scale developments on the surrounding transportation system.		1	2	4	4	4.0
7	(Goal D) Objective: Discourage visual obstructions such as billboards, particularly on scenic and historic byways.		1	2	4	4	4.0
7	(Goal C) Objective: Insure the safety of school bus routes.			3	5	3	4.0

Rank	Statement of Objectives	Ratings 1	2	3	4	5	Avg
7	(Goal E) Objective: Encourage rideshare services (i.e., carpools and vanpools) for commuting to and from work. Provide park and ride lots.			2	7	2	4.0
8	(Goal B) Objective: Investigate and implement traffic management and control measures throughout the community.		1	3	3	4	3.9
8	(Goal D) Objective: Minimize automobile pollution by reducing vehicle miles traveled and improving mobility in congested areas.			3	6	2	3.9
8	(Goal E) Objective: Increase opportunities for telecommuting by improving the region's telecommunications infrastructure in rural areas.	1		2	4	4	3.9
8	(Goal F) Objective: Adjust local zoning laws to allow flexibility for mixed-use zoning in regional activity centers and other appropriate areas.		1	2	5	3	3.9
9	(Goal E) Objective: Provide local and regional transit service to the transit dependent (e.g., elderly, disabled, low income individuals, students).			4	5	2	3.8
9	(Goal G) Objective: Consider freight movement concerns in the regional transportation planning process.		1	4	2	4	3.8
9	(Goal I) Objective: Promote use of alternative fuels and provide incentives for reducing emissions of vehicular pollutants.	1		3	3	4	3.8
9	(Goal G) Objective: Improve the aviation transportation system in the RPO area to provide greater options for multimodal transportation and economic development.		1	2	6	2	3.8
9	(Goal D) Objective: Minimize impacts of stormwater runoff from highways and other transportation facilities.			5	3	3	3.8
9	(Goal C) Objective: Develop a regional system of emergency response to accidents involving hazardous materials spills.			4	5	2	3.8
10	(Goal E) Objective: On selected routes, provide public transportation that is faster and cheaper than travel by personal auto for the individual user.		2	3	2	4	3.7
11	(Goal E) Objective: Promote and advertise the benefits of a variety of transportation alternatives.		1	4	5	1	3.5
11	(Goal F) Objective: Create incentives for development clusters on major travel routes with transit options.		2	3	4	2	3.5

Rank	Statement of Objectives	Ratings					Avg
		1	**2**	**3**	**4**	**5**	
12	(Goal C) Objective: Utilize Intelligent Transportation System (ITS) technology to alert travelers to major road and bridge construction locations, and road and weather conditions. This technology could be accessed by road signs, the internet, radio, or cell phones.		1	5	5		3.4
12	(Goal D) Objective: Eradicate and control noxious weeds (as defined by state and federal agencies) along roads and highways.		2	4	4	1	3.4
13	(Goal C) Objective: Develop a standard process for justifying and installing traffic calming measures.		1	6	4		3.3
13	(Goal D) Objective: Consult with Tribes and State Historic Preservation Office (SHPO) to designate culturally-sensitive areas for consideration of restricted travel and access.		1	7	2	1	3.3
14	(Goal E) Objective: Adopt a regional bicycle and multi-use trail network that provides alternatives to the street network.		2	6	2	1	3.2
15	(Goal D) Objective: Reduce negative impacts on parks, public open space, and rural areas from noise and visual impacts.	1	2	4	3	1	3.1